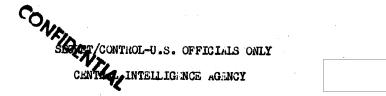
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		CENTRAL INT	Y INFORMATION ELLIGENCE AGENCY	REPORT	
		INFORMAT	TION REPORT	CD NO.	50X1-HUM
COUNTRY	USSR (Bal	tic)		DATE DISTR.	17 Dec 1951
SUBJECT	Leningrad	Shipyard Activity		NO. OF PAGES	2
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board. The stern was not concealed by lock gates or by anything else. The stern was entirely dry above the water. The ship was entirely redleaded. It seemed to be plainly ready for launching at any time. To the ways were connected many cranes. The construction work was progressing at a very active rate.

c. On the equipment wharf, there were two cruisers of a type similar to the Maxim Gorki, placed lengthwise one after the other. These were observed from the stern, and no further observations could be made.

The Marti Shipyard

- On the southern side of the Marti Shipyard area, an iron structure was seen which may have been scaffolding for a warehouse, for a newly-built shippard hall, or for something similar. Along the wharf southwest of the shipyard there were no moored ships,
 - On ship building ways which could be observed through the above-mentioned iron structure, there was a ship under construction. The ribs had been raised and the plating had begun to approach deck height.

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Some snippard cranes were seen around the ways. No other vessels under construction could be detected, 50X1-HUM vossibility of there being other ways north of the hull However, new construction on such ways could not have been very far ac-Vanced.

b. From the equipment wharf north of the shipyard a heavy cruiser was being towed out into the Neva River and then down the Neva. There were four tugs astern and tugs forward. No name or other designation was visible on the cruiser. It appeared to be of the same type as the cruiser which lay on the east ways of Baltiiski Zavod. It had two triple turrets forward and probably two triple turrets aft. It also had the same type of smokestack (sic) as the Maxim Gorki. The after stack was completely detached from the mast, which was located aft of the stack. The line of the deck probably broke first near the after mast. The fire control tower appeared more compact than the tower on the Maxim Gorki. The ship was painted gray. It did not appear to be new, it was being overhauled. No flags were flying. During the warping

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a brass band played from the cruiser's forecastle.

The Gutuyevski "harf

3. Along the north side of the Gutuyevski wharf is located a double crane track; on the northern track are six regular cranes of approximately fiveton capacity. On the southern track is a very large crane with an arm which is approximately 50 meters in length; in an extreme case this crane can lift at least 22 tons. The wharf is constructed of cement and stone and is in excellent condition.

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